

TRAFFIC MEASURES IN HISTORIC TOWNS

An introduction to good practice



Civic Trust
English Historic Towns Forum

CIVIC TRUST

The Civic Trust has been working for over thirty five years to cherish and improve places where people live and work.

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- * regenerate depressed areas through a combination of physical, social and economic measures.

- * demand and encourage high standards of design and planning.

- * raising awareness of urban environmental issues.

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ENGLISH HISTORIC TOWNS FORUM

The English Historic Towns Forum (EHTF) was founded in 1987 in order to promote and reconcile prosperity and conservation in historic towns.

The Forum sets out to:

- * establish and encourage contact between local authorities responsible for the management of important historic towns and cities.

- * organise seminars, workshops and conferences to discuss issues of common concern.

- * encourage a corporate approach to the management of historic towns.

- * compile and circulate information describing the approach of the different authorities to critical management issues for historic towns.

- * express a collective view on proposals which are likely to affect the interests of historic towns.

Membership of the Forum stands at 48 full members with the an increasing number of affiliated members.

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AN INTRODUCTION TO GOOD PRACTICE

The need to record good practice in the implementation of traffic measures in historic towns became clear during an English Historic Towns Forum seminar in May 1992.

Throughout the country in many historic towns, separate groups were tackling very similar visual problems caused by traffic measures. Similar difficulties were encountered in dealing with legal, inter-departmental, inter-authority and occasionally inter-disciplinary objectives.

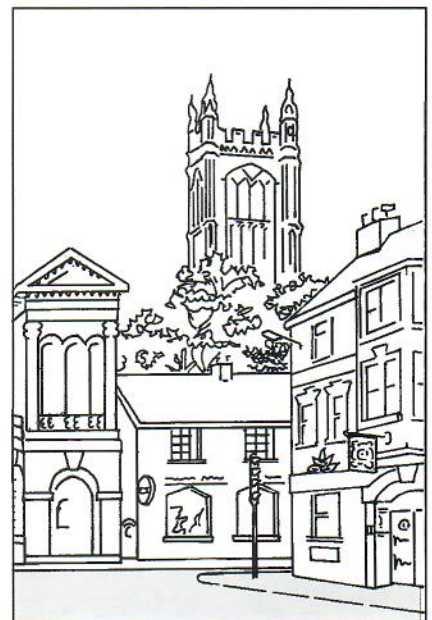
At the close of the seminar it became apparent that experience should be pooled and views exchanged on how some of these difficulties could be overcome.

This booklet illustrates some of the ways in which traffic measures, rather than cause clutter, can respect and enhance an historic town's character. It shares with a wider audience some of the ideas and suggestions made at the 1992 EHTF seminar. A future EHTF publication will deal with the subject more comprehensively, comparing UK with continental experience.

Though primarily intended for historic towns, there is no reason why these examples should apply only to historic areas. We hope that this study will be relevant throughout the country and provide an introduction to good practice.

Colin J Davis RIBA MRTPI MBIM

July 1993



FOREWORD

BY THE DIRECTOR OF THE CIVIC TRUST AND THE CHAIRMAN OF ENGLISH HISTORIC TOWNS FORUM



Traffic is an inevitable but essential part of our daily lives.

Yet the paraphernalia that is sometimes needed to allow traffic to move safely around our cities occasionally seems to mar the quality of the street scene particularly in historic towns.

The Civic Trust and the English Historic Towns Forum with the kind co-operation of the Department of Transport and with the invaluable support of our sponsors, illustrate in this booklet some exemplary practices that balance the needs of traffic, pedestrian safety and access with care and understanding for urban quality, and show what can be done to resolve the complexities.

The booklet stresses the importance of thought and consideration. We hope you will find it useful and stimulating.

A handwritten signature in black ink that reads "Keith Laidler".

Martin Bradshaw
Director
CIVIC TRUST

Keith Laidler
Chairman
ENGLISH HISTORIC
TOWNS FORUM

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EXPRESSING CHARACTER

ENHANCING HISTORIC TOWNS

English historic towns are places to explore. Walk around. You soon discover how they have developed. You see Roman walls, medieval churches and market squares, Georgian terraces and crescents, Victorian town halls and public gardens, even examples of good modern architecture. Designed to meet changing circumstances over the centuries, they were carefully built, often with local materials, so that now, they form the unique character of an individual town.

Public pavements and street furniture, essential to this character and clearly in the foreground of every scene, are the seemingly mundane details which provide the setting for the historic buildings. Their appropriate design can enhance a historic town.

EROSION OF URBAN QUALITY

Yet the quality of the urban scene is being eroded. In providing measures to cope with the growing demands of traffic, a visual clutter appears, which seems to block out the individuality of the town's character. Signs, posts, brackets, barriers, bollards, coloured and textured paving, all of a standard national design, are placed with no regard to the surrounding buildings or to the visual composition of the overall scene, destroying whatever individuality exists.

Inappropriate shop fronts or shop signs, or even so called 'heritage' street furniture, imposed upon a town with insufficient care, have the same effect. They give an historic town an artificial identity instead of allowing its own personality to shine through. But usually the problem is the clutter that results from traffic measures.

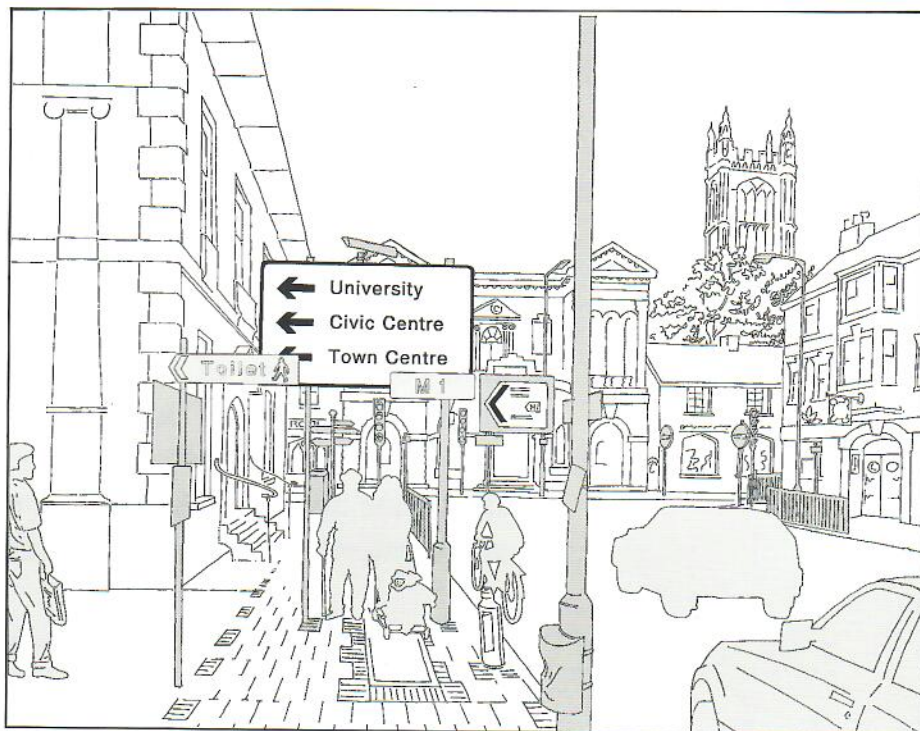
WHY DOES IT HAPPEN?

Certainly there are no deliberate acts of vandalism. No one consciously sets out to destroy or even erode the urban quality of an historic town. But for traffic to move safely, national standards are needed: resilient surfaces, good lighting and clear, easily recognized instructions.

A town must also live. It must cater for the varied needs of residents, shoppers, workers and tourists. It must be safe and friendly to the very young, the elderly and to people with disabilities.

Whereas the quality of a town's urban character depends upon the expression of its own uniqueness, the demands of traffic and safety require standard, nationally accepted measures.

There is a legitimate conflict of objectives.



Traffic measures sometimes seem to block out the individuality of a town's character

CONFLICT OF OBJECTIVES

At least four mutually conflicting groups of objectives are present.

- * The interests of urban conservation.
- * Safe, convenient movement of traffic.
- * Access for people with disabilities.
- * Economic maintenance.

Urban conservation aims to protect, enhance and express all the subtleties of a town's history and character. Local variations of shape, colour and texture of paving and street furniture are seen at the same time as the historic buildings. They should be designed with conservation in mind.

To someone who is less able, the town must simultaneously provide help and security, through easily recognised street furniture and paving.

Messages to drivers and pedestrians are received at differing and at conflicting strengths. Traffic instructions must be understood clearly and with force if a driver is to react immediately to avoid possible danger. While an exploring visitor on foot should be able to discern and appreciate at leisure, the unblemished fine details of an historic town or city.

At one extreme good design in traffic measures should appeal to those with a trained eye, while at the other, cater for the needs of those unfortunate to have little or no sight.

RESOLVING THE CONFLICTS

One way to reduce some of the conflicts would be to ban traffic and its paraphernalia completely. The town or at least the historic core could possibly be reserved for pedestrians. But it is rarely practical or necessarily desirable to create a dead precinct in most historic towns. Vehicles, though partially restricted, will need access.

The issue is that the essential messages and measures that traffic requires, have to be accommodated within the context of historic towns and urban conservation.

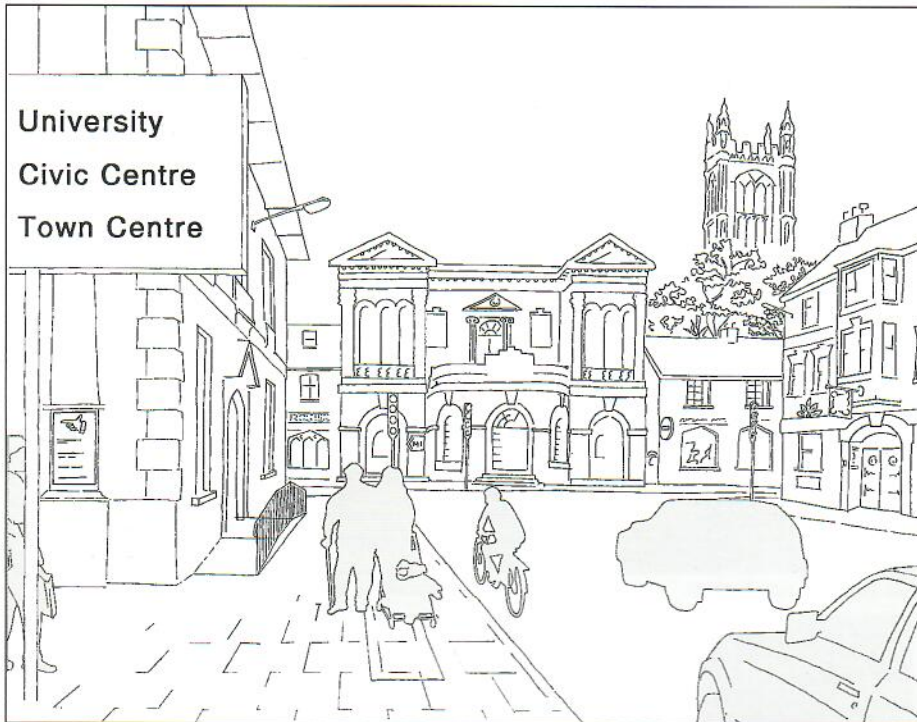
SEPARATE LEGISLATIVE BASE

Resolving the conflicts of different interests is made more complex by varied and quite separate legislation and advice. It is not easy for national standards, aimed at helping one group, to deal with all the objectives of the others.

There is no statutory visual co-ordination. Few items of street furniture and paving are controlled by the planning acts or are the subject of consultation.

There are further complexities. The contractors, the manufacturing industry and the implementing agencies are not connected or co-ordinated. The statutory duties of conservation, traffic engineering and highway maintenance are often the responsibility of separate authorities.

EXAMPLES OF GOOD PRACTICE



The same view. Clutter reduced and the historic characteristics respected and enhanced

RESPECT AND ENHANCE EXAMPLES 11-20

The second group of examples illustrates how traffic measures may be fitted into an historic area so that they respect and even enhance the character of the place.

In many historic streets there is a simple visual relationship between the road and pavement. Traditionally pavements were often laid in stone flags and the roads constructed of smaller stones or setts. There were no yellow lines.

There are examples of traditional streets with pavements which have been constructed to withstand heavy vehicles as well as cater for the needs of people with disabilities (11). It is possible to enforce no waiting restrictions without the need for yellow lines. The procedures and a description of the necessary alternative signs are explained (12).

Tactile surfaces to assist people with disabilities, normally recommended to be red at controlled crossings, may be coloured grey to match the tones of an historic town. As an alternative, York stone is being used experimentally (13). Steps, kerbs and ramps can be designed to help disabled people (14).

Even where a pavement has been repaired or strengthened it is possible to retain the traditional character of a vehicle access which crosses it. The interesting change of pavement texture at the cross-over can be kept (15). And cross-overs may extend into the carriageway to physically indicate places where vehicles should and should not park (16).

There are examples of traffic calming devices designed to slow traffic and complement the street scene (17 & 18).

Finally there are two examples of where roads are narrowed at 'gateways', one carefully designed to enhance the character of an historic town (19). The other, a well known and historic road narrowing, is in fact a traffic calming measure which has existed for decades (20).

ACKNOWLEDGEMENTS

The compilation of this information has only been possible because so many people willingly gave their time and advice. A list is printed inside the back cover.

A WAY FORWARD

Despite these difficulties there is a way forward. Techniques are being developed, through good practice, to resolve the conflicting objectives.

This booklet is a collection of examples drawn from several historic towns. Many are responses to frequently seen problems.

They are not intended to be prescriptive. But we hope they will open up options and assist informed debate among our colleagues involved with the care of historic towns.

All the examples have been examined by the Department of Transport to ensure that nothing has been included that conflicts with the current legislative framework or the spirit of official advice.

Some require special authorisation from the DoT.

Others assume a sensitive and realistic interpretation of national recommendations.

On the following pages they are considered from the points of view of the four objectives.

- * Conservation and urban quality.
- * Traffic and pedestrian safety.
- * Their use by people with disabilities.
- * Practical requirements of maintenance.

The visual improvement of a single example may not be noticed. But the total effect of several, concentrated in one place, would be significant.

REDUCE CLUTTER EXAMPLES 1-10

The first group of examples shows how the unnecessary clutter of street furniture has been reduced.

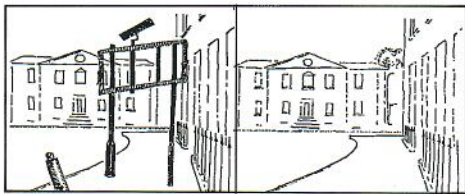
Redundant posts should be removed (1). Fewer posts, in use, may be needed. Lamp columns can be removed entirely by fixing the lamps to buildings (2).

A single post could be used for more than one function. For instance traffic signals may be fixed to lamp columns (3). The clutter of signal control boxes can be reduced by careful siting (4).

Simple waiting restriction signs in new shapes (5) which will be easier to fix to posts and bollards, are to be prescribed by DoT. And alternative ways to fix signs (6) lessen the need for separate posts.

Clutter is also reduced by combining traffic sign posts and traditional bollards (7) and if road safety is not prejudiced, by integrating the design and colour of post and bollard (8).

Direction signs for traffic should be sensitively positioned (9), and there are many methods to incorporate pedestrian signs into an historic town (10).



EXAMPLE

1

REDUCE CLUTTER

REMOVAL OF CLUTTER AND OBSTRUCTIONS

The first example deals with two of the most common causes of clutter: the neglected stubs or remains of redundant traffic sign posts, sometimes with unnecessary traffic signs, and secondly, unintended patterns in paving.

Redundant posts and signs can be removed easily, but posts with electrical connections need more care. Odd patterns in pavements can sometimes be avoided by using slabs of an alternative design.

CONSERVATION

The conservation objective is to reduce foreground clutter which distracts the onlookers' attention from the primary object in a scene, usually an historic building.

TRAFFIC AND PEDESTRIAN SAFETY AND PEOPLE WITH DISABILITIES

The removal of unnecessary clutter helps to concentrate drivers' attention on essential messages. Fewer obstructions on the footway helps pedestrians, especially people with disabilities.

REMOVAL OF TEMPORARY SIGNS, REDUNDANT POSTS AND STRUCTURES

Where the removal of a post involves the disconnection of an electrical supply, the supply company will disconnect the cables below the pavement and replace the paving material. In some cases where a post is also being used to house fuses for other installations, an underground fuse box might be a suitable alternative.

AVOIDANCE OF UNINTENDED PAVING PATTERNS

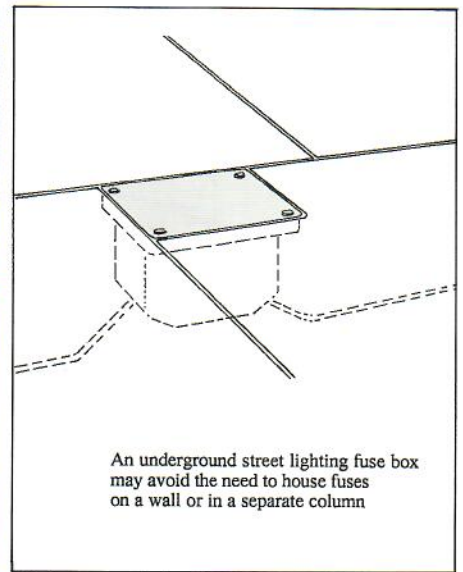
Occasionally structurally sound, though visually inappropriate paving materials are used in an historic area. The result is an unintended and discordant pattern.

York stone paving slabs, used extensively in Georgian and Victorian times, provided a smooth surface which complemented the intricate design of buildings. The large stone slabs were shaped to the line of adjacent buildings and the pavement direction. They were cut tightly round inspection covers.

Large concrete slabs have been used at Chelsea, London, to echo York stone paving. They have been strengthened with a concrete base to reduce damage by vehicles.



Redundant sign frames

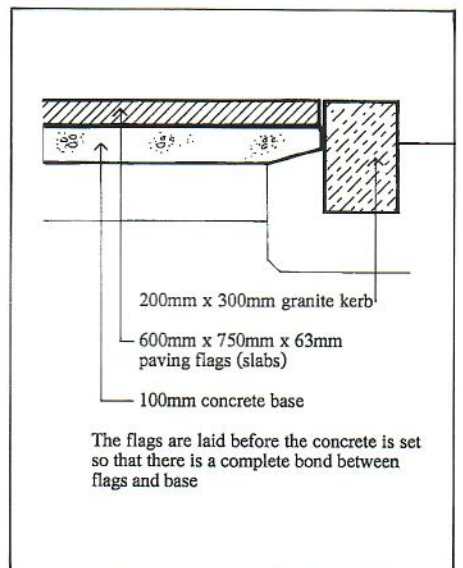


An underground street lighting fuse box may avoid the need to house fuses on a wall or in a separate column

Underground electrical connections



Unintended paving patterns

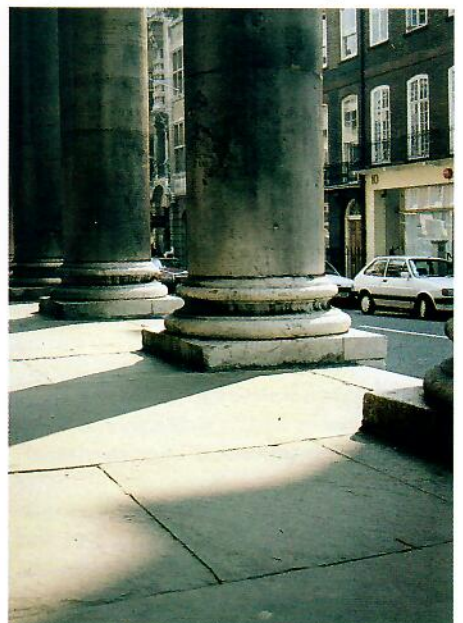


The flags are laid before the concrete is set so that there is a complete bond between flags and base

Large slabs may need to be strengthened



Large concrete slab paving at Chelsea

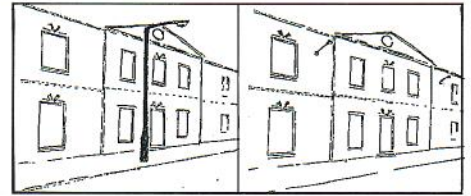


Original Georgian York stone paving

REDUCE CLUTTER

EXAMPLE

2



STREET LIGHTING FIXED TO BUILDINGS

Street lighting columns can be unsightly and cause unnecessary obstruction.

At the City of London, in order to minimize clutter, lights are positioned on buildings in such a way that they appear to be part of the original building design. No cables or switches are seen. Fuse and switch cabinets are carefully set into the walls of the buildings.

CONSERVATION

The conservation objective is to integrate street light fittings into the total urban scene.

TRAFFIC AND PEDESTRIAN SAFETY

Normal lighting standards are maintained. A degree of tolerance is permitted so that the lights can be positioned precisely in relation to the architectural features of the building: 150w lamps at between 6 & 8 metres or 250w lamps positioned up to a height of 10 metres. In doubtful cases the proposed intensity of light is calculated.

LEGISLATION

The Corporation of London has the advantage of a 1900 by-law giving it the power to "... affix to the external wall of any building fronting any street within the City any brackets wires pipes lamps and apparatus as may be necessary or convenient for the public lighting of streets within the City."

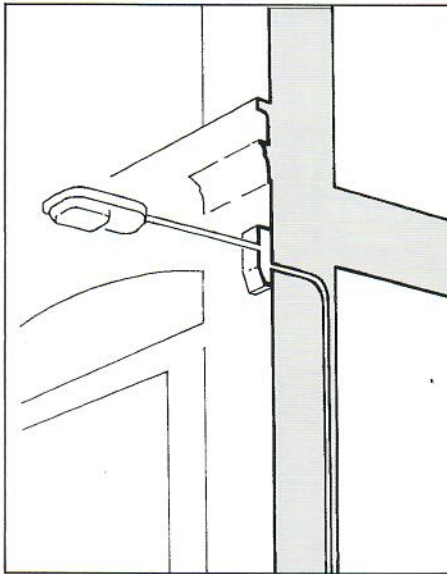
The effect is that prospective developers or owners of buildings due to be renovated are keen to co-operate. Arrangements are usually agreed at the building control stage.

MAINTENANCE

As a result lights, cables and switches are incorporated into the design of the building. Access to the dedicated, marked, cable conduits within the building is only required very occasionally, usually when the cables are renewed. Access to the mains supply fuse, lamp fuse and switches is available from street level at all times.

APPLICATION ELSEWHERE

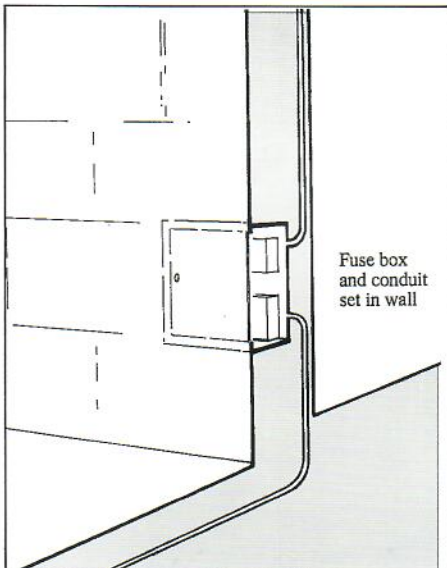
Street lights are fixed to buildings in other towns, but seldom so comprehensively. Given enabling legislation, this approach could be adopted elsewhere. See page 24.



Wall mounted lighting and conduit



Wall mounted lighting on an historic building



Fuse box and conduit set in wall

Lighting conduit within a building



Switch boxes are positioned with care



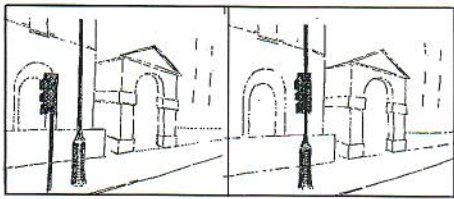
Wall mounted lighting & switch box

Corporation of London

**PUBLIC LIGHTING
NOTICE TO OWNERS AND
OCCUPIERS**

In accordance with the powers conferred by the City of London (Various Powers) Act, 1900, Notice is hereby given that the Mayor and Commonalty and Citizens of the City of London (in the said Act referred to as the "Corporation") propose to affix to the external wall of the building fronting.....within the City known as No.....in the said Street, such brackets, wires, pipes, lamps and apparatus as may be necessary or convenient for the Public Lighting of Streets within the City.

Extract from the formal notice



EXAMPLE

3

REDUCE CLUTTER

TRAFFIC SIGNALS FIXED TO LAMP COLUMNS

Traffic signals (lights), traffic signs and street lights, though often positioned close together, are usually mounted on a separate posts.

Clutter has been reduced in the example at Whitehall, City of Westminster. The street light and traffic signals are mounted on a single column.

CONSERVATION

The conservation consideration is to avoid visual clutter by reducing the number of posts.

TRAFFIC AND PEDESTRIAN SAFETY

At the City of Norwich, the light column was moved marginally to be in the correct position for the signals but was still acceptable for the purposes of public lighting. Traffic and pedestrian safety were not compromised. Lighting columns can be positioned with a little more tolerance than traffic signals. Signals need to be within one metre of the stop line, at the correct height and be installed accurately to face specific lanes of traffic.

STABILITY, ELECTRICAL SAFETY, CABLES AND ACCESS

At Milton Keynes separate access panels have been provided in the columns for the street lighting and traffic signal electrical circuits.

At Norwich, no access for the multicore signal cable is provided in the column. The cable is taken up to a termination block in the traffic signal head.

In all cases the lighting columns were adapted to accept standard signal fixing brackets. The column strength was checked to ensure that they could safely support the additional weight of the signals in strong winds.

MAINTENANCE

The most likely reason why signals and lighting columns are not combined is that in many areas they are each the responsibility of separate agencies with separate budgets and separate programmes. Public lighting and traffic signals are seldom designed and erected at the same time.

However at Westminster and Norwich, these difficulties were overcome. Agreements were reached to allow lighting and signals to be accessed and maintained independently.



Separate traffic signal and lamp column



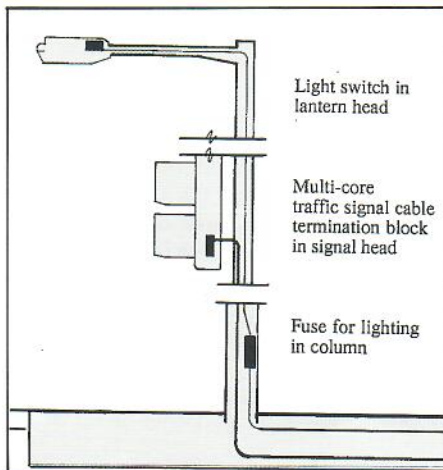
Traffic signal on lamp column, Whitehall



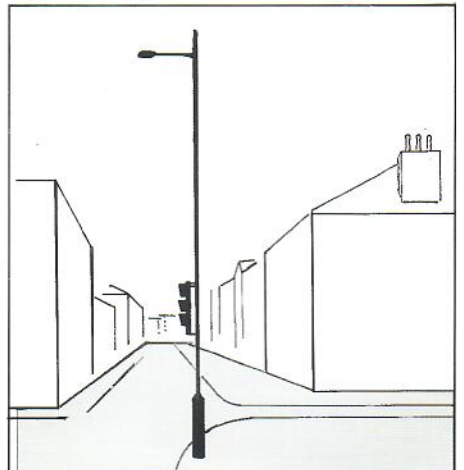
Two access panels in column, Milton Keynes



Signal on lamp column, Milton Keynes



Wiring arrangement at Norwich

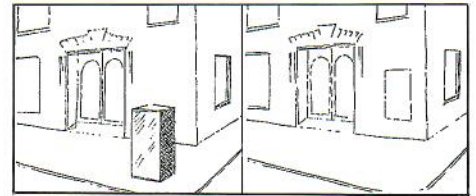


Complete assembly, Norwich

REDUCE CLUTTER

EXAMPLE

4



POSITION OF TRAFFIC SIGNAL CONTROL BOXES

To the public, traffic signal control boxes appear to have no obvious purpose. They often cause an obstruction on the pavements, attract fly posters and do not contribute to the character of an historic area.

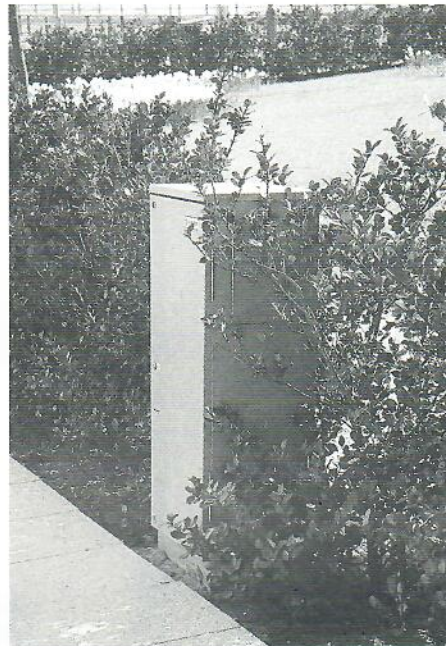
In the example at Canary Wharf, London, a control box has been positioned more tidily away from the edge of the pavement to a position behind the footway.

At Norwich care has been taken to position a box as tidily as possible on a pavement.

And at Westminster a decorative modelling has been added to the outer case of some boxes to discourage fly posters.



Boxes are often set arbitrarily on pavements



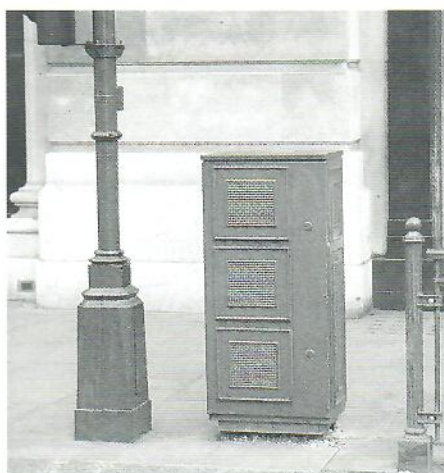
A more thoughtfully positioned box



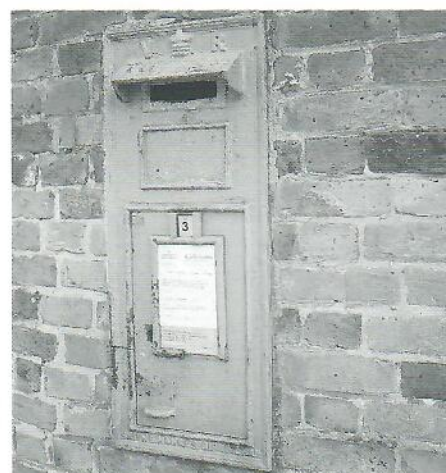
Some boxes attract flyposters



A carefully positioned box at Norwich



Modelled box sides discourage flyposters



A Victorian post box set neatly into a wall

CONSERVATION

The conservation objective is to remove the boxes completely. Ideally they should be set flush into an adjacent wall or building in a similar way to a Victorian post box.

TRAFFIC AND PEDESTRIAN SAFETY

Despite the appearance of the boxes, the equipment inside is essential to traffic and pedestrian safety.

PEOPLE WITH DISABILITIES

Fewer obstructions on the footway will benefit all pedestrians, particularly people with disabilities.

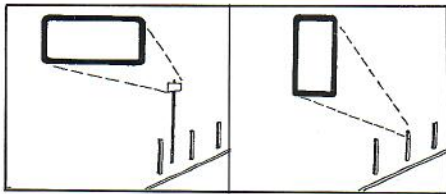
MAINTENANCE

Access to the control boxes is required for the adjustment of the signal sequence and other maintenance. Although cable operated remote controllers are available, some boxes need to be in sight of the signals so that adjustments can be made.

LEGISLATION AND PROCEDURE

There is no legal requirement to fit the boxes more neatly into the fabric of an historic town. Therefore the positioning of a box on private land or into a private wall or building requires a voluntary agreement and way-leave. A difficult time consuming task.

Bearing in mind the number of control boxes in historic towns, a simpler procedure is needed. This could be a matter for further consideration in the future, see page 24.



EXAMPLE

5

REDUCE CLUTTER

NEW SHAPE 'NO WAITING' SIGNS

The official shape of the existing 'no waiting' signs has to some extent limited the choice of places where they could be fixed.

In some positions signs of a vertical, rather than horizontal shape, may appear more appropriate in the context of an historic town. The Department of Transport is therefore authorising some new alternative shapes for existing statutory signs.

NEW SHAPED SIGNS

'No waiting' sign to diagram 637 'at any time' currently has a horizontal shape. A new vertical format is likely to be included in the revised Traffic Signs Regulations anticipated in 1994. 'No waiting' signs are often fixed to two metre grey posts if existing posts are not available and above head height so that they can be seen easily by drivers without causing a danger to passing pedestrians. The new shape will allow the option of the sign being fixed more tidily to a bollard or post. An example is shown below.

New alternative vertical formats may be used immediately, with special authorisation, for two 'No waiting' signs: signs to diagram WBM 637.2 'Restricted zone..at anytime' and WBM 347.2 'Pedestrian zone..at any time'.

The new alternative shapes will allow the signs to be fixed more acceptably, for instance, to the pilasters between shops. Illustrations of these new sign shapes in use are shown on page 9.

CONSERVATION

The conservation objective is to reduce clutter by incorporating traffic signs carefully into the urban scene. It may be possible to fix them to a wall in such a way that they seem part of the original design of the structure. Separate posts may not be necessary.

TRAFFIC SAFETY

It is essential that the signs are positioned where they can be seen and recognised by drivers, and not where they are likely to be hidden, for instance by parked vehicles.

The size, shape and colour of the sign itself is an indication that there is a restriction. Waiting restrictions described on a sign which has an unauthorised design, format or even shape cannot be enforced. National standards have to be adopted and adhered to.



Sign 637 will soon be permissible in a new 210 x 125mm shape



Sign 637. Current and proposed alternative

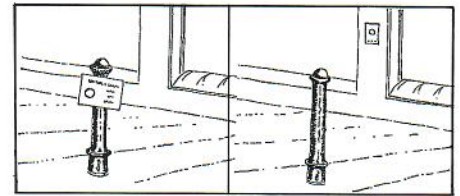


Alternative shape for pedestrian zone sign

REDUCE CLUTTER

EXAMPLE

6

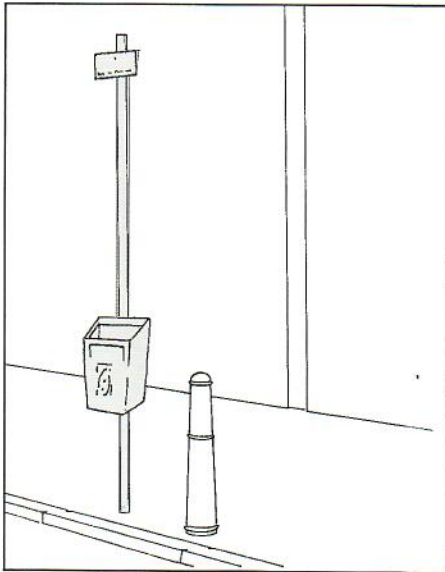


'NO WAITING' SIGNS FIXED TO BOLLARDS AND BUILDINGS

Although there may be alternative positions available for 'no waiting' signs, they are not always considered. As a result the signs, on their individual posts, appear more discordant in an historic setting than is often necessary.

At the City of York there are examples of the existing shaped 'no waiting' signs positioned with great care so that they respect the character of the historic town.

And at Canterbury, the new shape of the 'Pedestrian zone' sign has allowed it to be positioned sensitively on an historic pilaster between two shops.



Commonly seen position for 'no waiting' sign



Signs at York carefully positioned



Unauthorised curved sign on a bollard



New shape sign fixed to a bollard



Current 'pedestrian zone' sign fixed to a bollard and the new shaped sign fixed to a wall



OPPORTUNITIES FOR USING THE NEW SHAPED NO WAITING SIGNS

A very common contributor to clutter in historic towns are the posts which are often used to position 'no waiting' signs on pavements. 'No waiting..at any time' sign, to diagram 637, is often seen on a separate post, quite frequently next to a bollard.

Even though the existing shaped signs are suitable for fixing to some adjacent structures or buildings, the new alternative shapes for 'no waiting' signs described on page 8, increase the options.

The new alternative vertical shape for signs WBM 637.2 and 647.2 described on page 8 may be used immediately with special authorisation. The current shape is not suitable for fixing to bollards and is too wide for many of the pilasters on buildings such as banks or shops of a classical design.

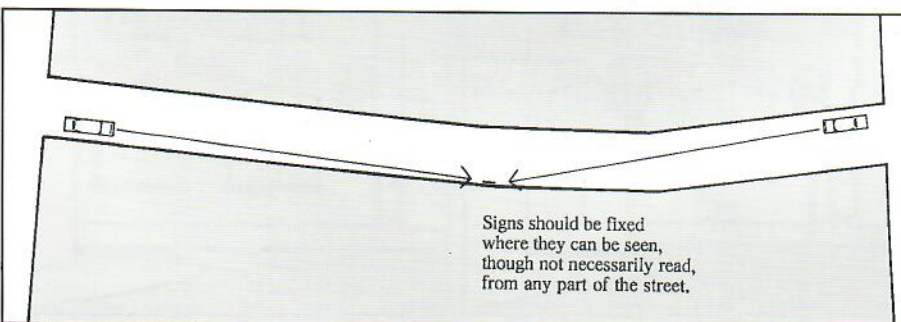
CONSERVATION OBJECTIVES

The positioning of signs fixed to buildings or walls should be given the same care that would be given to fixing a private name plate.

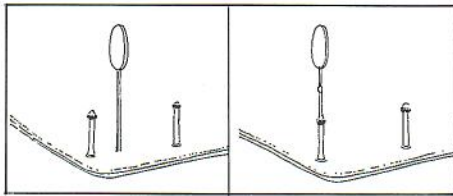
TRAFFIC SAFETY - ENFORCEMENT

In the example at Canterbury the police, who enforce the waiting restriction, asked for at least one sign to be visible, but not necessarily read, from anywhere along a street where a vehicle might wait. Procedures to dispense with yellow lines are described on page 14.

A curved, sign which would fit the profile of many historic bollards, cannot be authorised. The curved cycle sign in the illustration therefore is not enforceable.



Position of 'pedestrian zone' sign in the street



EXAMPLE

7

REDUCE CLUTTER

SIMPLIFIED SUPPORTS FOR TRAFFIC SIGNS

Traffic signs in historic streets sometimes appear to be put up with little regard for conservation considerations.

In these studies from the Cities of Canterbury and York, thought has been given to how the supporting posts and brackets could respect the historic street.

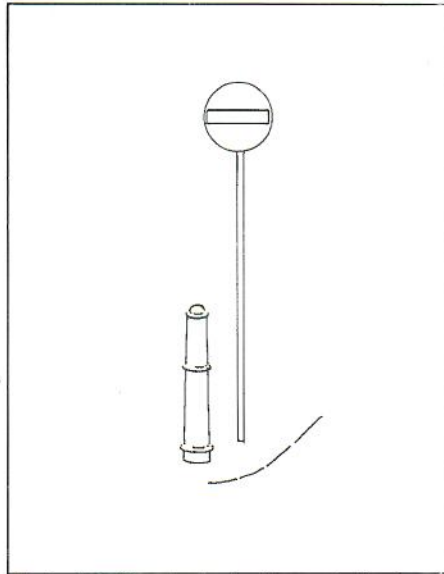
'NO ENTRY' SIGNS

The first illustration at Canterbury shows a typical sign support post next to a bollard of a more traditional style. In an attempt to reduce the clutter of unnecessary posts a number of possible alternative arrangements were sketched. Each combined the sign support post with the bollard but with variations on the position of the sign, either fixed centrally or off-set. These studies are merely intended to show an approach. The final choice would depend upon local traffic conditions and architectural characteristics.

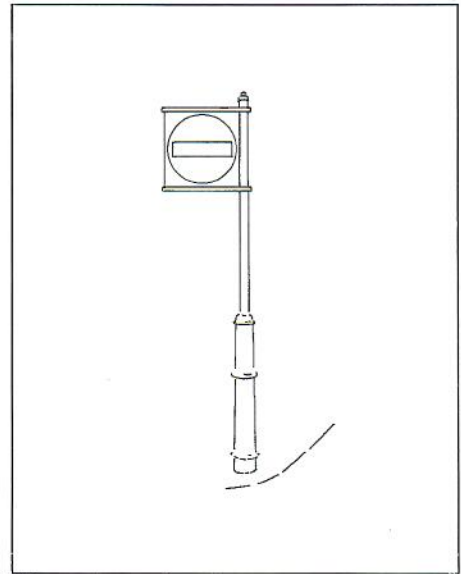
In a similar exercise at the City of York, illustrated below, the normal double no entry signs on separate posts have been replaced by a single internally illuminated sign fixed neatly to the front of a shop.

TRAFFIC SAFETY

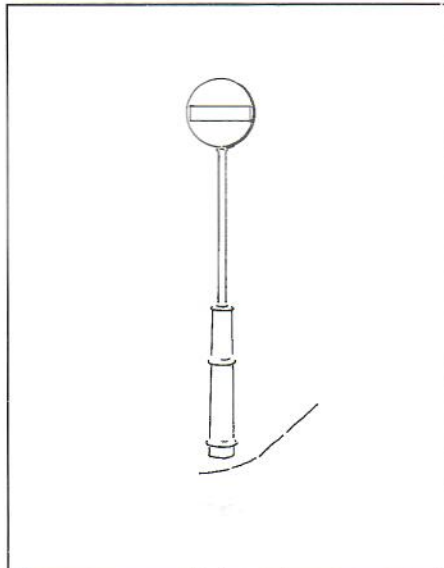
Single 'no entry' signs would only be used where they could be seen clearly and where their message would not be confused by nearby advertisements or shop signs.



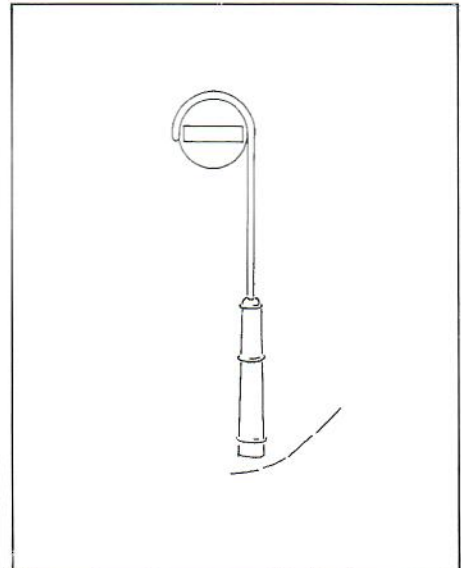
Typical traffic sign and adjacent bollard



Alternative study



Alternative centrally fixed sign



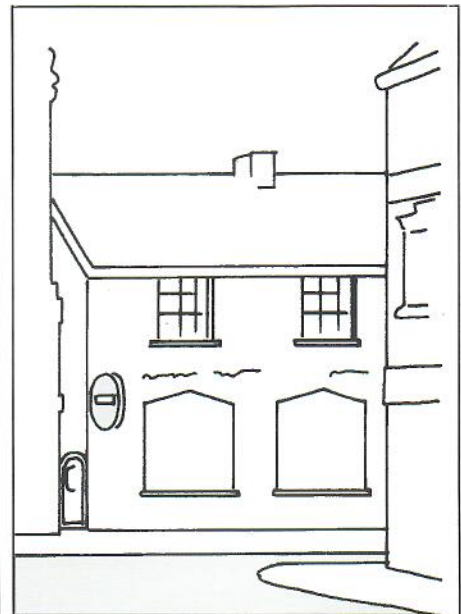
Alternative off-set sign and bollard



'No entry' sign fixed to a wall at York



Typical double 'no entry' signs

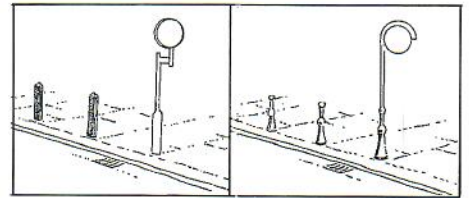


Alternative single 'no entry' sign

REDUCE CLUTTER

EXAMPLE

8



OFF-SET TRAFFIC SIGN WITH BOLLARD

Often there is little or no relationship in style or colour between a traditionally designed bollard and a traffic sign post, even though they are frequently positioned close together.

In this example an attempt is made to relate the design of a series of bollards to a traffic sign post. The demonstration took place in the City of Bath.

The design of the base of the traffic sign post resembled that of the adjacent bollards. Subsequent stages of the demonstration went on to consider the addition of guard rails into a visually co-ordinated design.

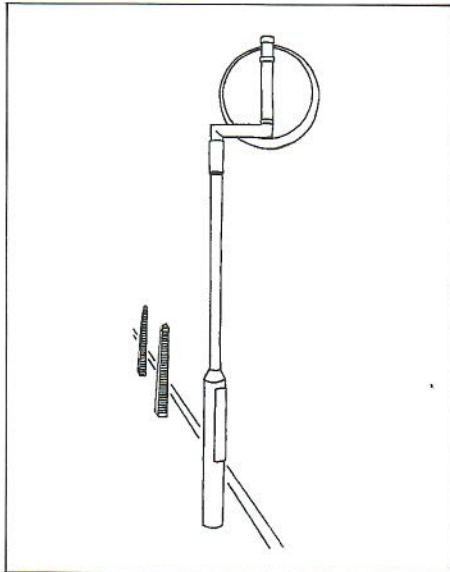
CONSERVATION

The conservation objective is to visually co-ordinate sign posts, sign fixings, bollards, guard rails and eventually all street furniture.

Ideally they should all relate in appearance, and especially in colour and style, to the particular architectural characteristics of the individual historic scene.

PEDESTRIAN SAFETY AND PEOPLE WITH DISABILITIES

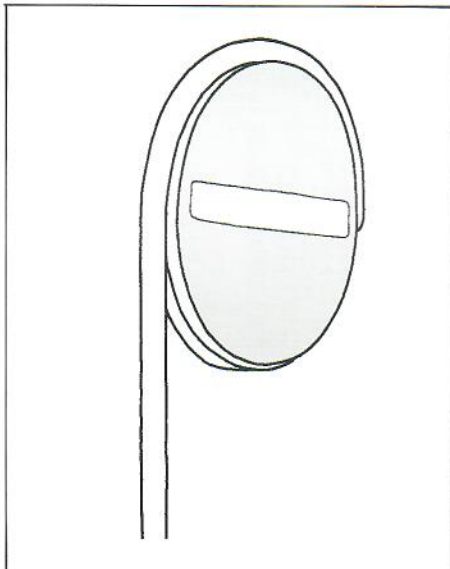
A reduction in the number of pavement obstructions will aid the safe movement of pedestrians and especially people with disabilities. Where bollards are needed they should be one metre high and have a distinguishing colour at the top.



Typical sign post and adjacent bollards



Co-ordinated sign post and bollards



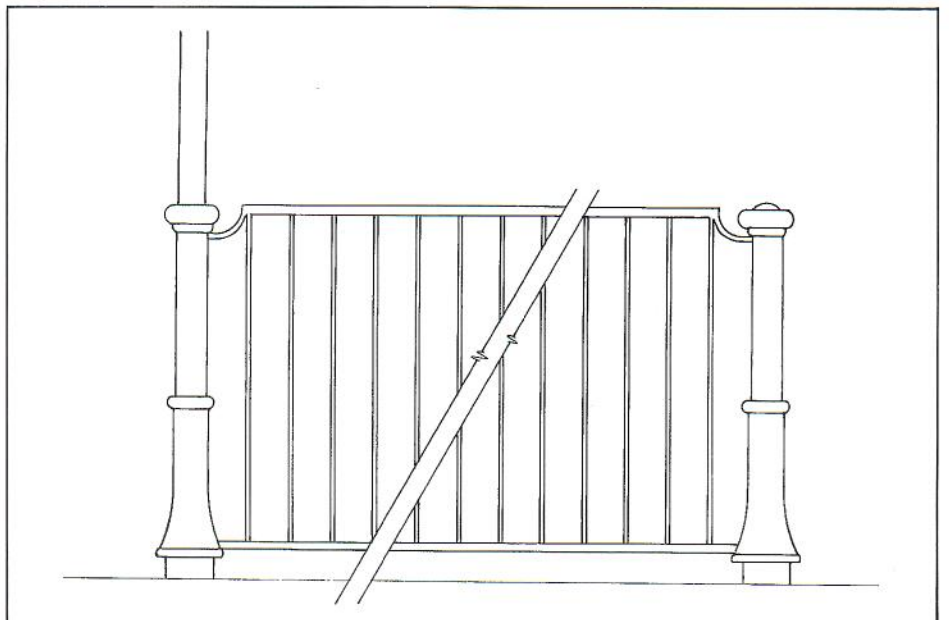
An alternative internally illuminated sign



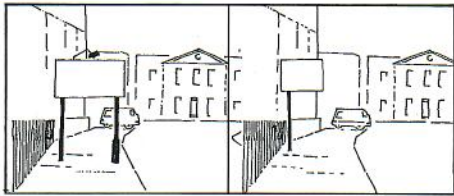
Base of sign post



Detail of bollard



Traffic sign posts, bollards and guard rails could be combined



EXAMPLE

9

REDUCE CLUTTER

TIDIER TRAFFIC DIRECTION SIGNS

Traffic direction signs are intended to give information to drivers. Unfortunately when seen by pedestrians the signs and particularly their support posts and brackets occasionally seem to add unnecessary clutter in historic areas, and often cause obstructions.

In the demonstration example at the City of Bath, care has been taken in the design and location of the sign. The intention was to minimize clutter and obstruction on the pavement. The sign post has also been carefully placed in relation to the nearby historic buildings.

Alternatively in some locations it may be possible to question whether a sign is really necessary. At York the number of signs were restricted. Information was provided by other means such as leaflets.

As well as being placed where it could be seen easily by drivers, the simply designed sign and post at Bath was positioned to relate to the architectural characteristics of the historic area. The post was placed at the back of the pavement near the house railings and at the point where the boundary railings between both houses meet their respective front railings. This is a visually logical position in the street scene to put a post.

CONSERVATION

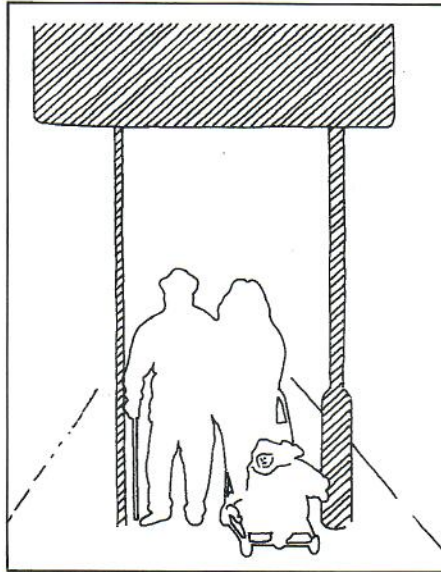
The conservation objective here is to eliminate signs and supports that appear to add clutter to historic towns, and even question their need. If signs are essential then the conservation consideration is to ensure that their design and position respect the architectural character of the surroundings.

TRAFFIC AND PEDESTRIAN SAFETY

Direction signs have to be instantly understood by drivers. A sign such as the one demonstrated at Bath was reflective and so, without having to be lit, would become even more obvious to drivers at night in places where they use headlights.

COLOUR OF TRAFFIC SIGN POSTS

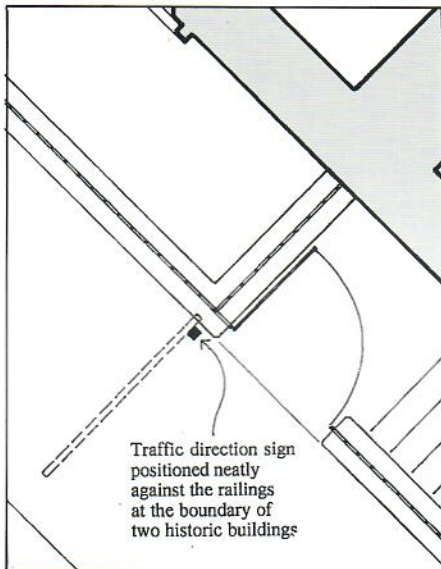
The colour of traffic sign posts, as well as the back of traffic signs may be coloured black, rather than grey, without special authorisation from the Department of Transport. Other colours, which would not detract from the sign itself, may be used with special authorisation from the DoT.



Unfortunately they often obstruct pavements



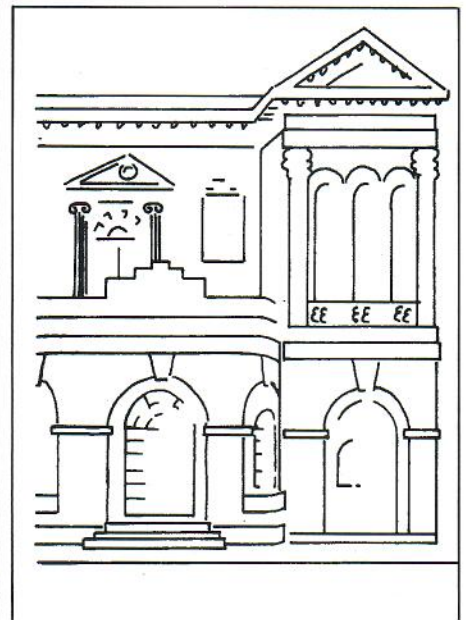
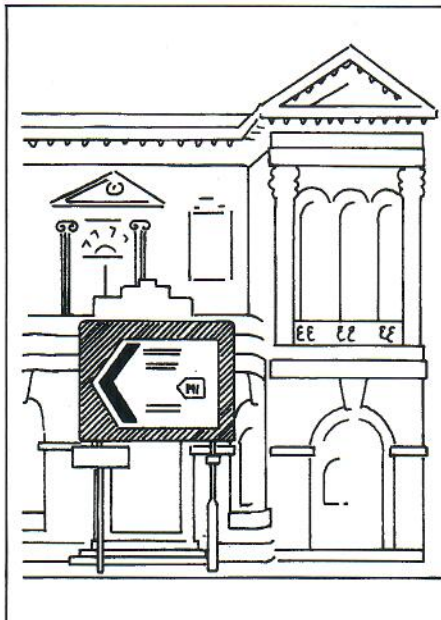
A tidier traffic direction sign



Traffic direction sign location plan



The sign in relation to adjacent buildings

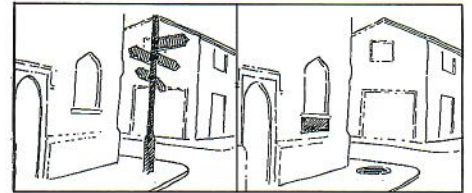


In some locations it may be possible to question whether a sign is really necessary

REDUCE CLUTTER

EXAMPLE

10



PEDESTRIAN DIRECTION SIGNS

Quite often direction signs for pedestrians are too heavy handed.

Pedestrians have far more time to read a direction sign than drivers. As the illustrations on this page show, there is scope to make signs for pedestrians individual, interesting and reflect the local historic characteristics.

These are just some of the many options. Each caters for the specific needs of pedestrians and provides basic information in a way that fits into the character of the historic town. Each has been designed specifically for its location.

They are:

- * Hanging below a canopy, Covent Garden, City of Westminster.
- * Set into brickwork in glazed tiles, Hampstead, London.
- * Placed precisely within the stone courses of a wall, Broadgate, City of London
- * Fitted on to a pilaster at the corner of a building.
- * Recessed into the surface of a pavement, Leicester Square, City of Westminster.
- * Painted on a wall directly beneath a window, Venice.

CONSERVATION

The conservation objective is to provide information in a manner which is visually responsive to the unique location. Each historic town would have its own examples.

TRAFFIC AND PEDESTRIAN SAFETY

The design and shape of signs for pedestrians as well as the lettering can vary from that prescribed in the traffic sign regulations if it is obvious that the information is not intended for drivers.

Unlike traffic direction signs, which have to be understood instantly by drivers, signs intended for pedestrians can be more subtle. Pedestrians have more time to read a sign. The existence of a sign may have to be apparent from a distance, but the lettering can be smaller and more varied than is necessary for traffic signs.

PEOPLE WITH DISABILITIES

Apart from having the advantage of reducing pavement obstructions, signs on walls at eye level can be read more easily.



Hanging below a canopy



Glazed tiles set into a brick wall



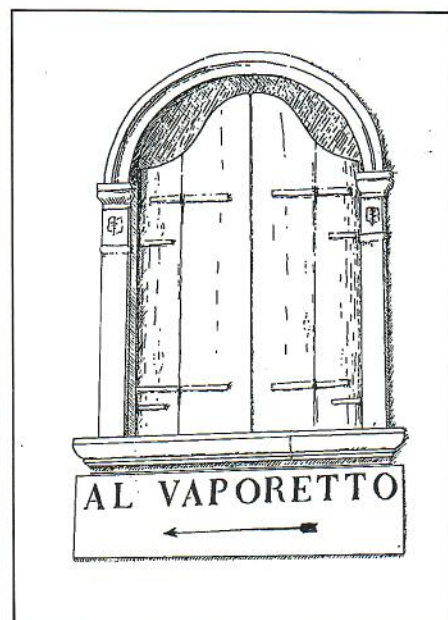
Placed within the stone courses of a wall



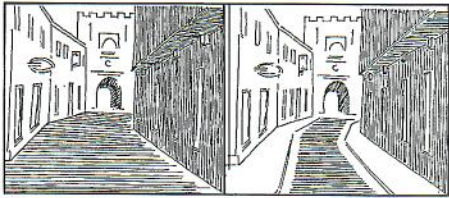
Purposely designed to fit a stone pilaster



Recessed into a pavement



Painted sign below a window, Venice



EXAMPLE

11

RESPECT & ENHANCE

TRADITIONAL STREETS

Sometimes when traffic in a street is reduced, the redesign of the road and pavement surface results in the character of the street being lost.

The original scale of the street, that is the proportions of road width to pavement width and to building height should be considered and respected.

ALTERNATIVE APPROACHES

These illustrations show alternative ways that the original proportions of some streets have been respected, rather than being lost by uniform wall to wall resurfacing.

1. The central drainage channel follows the curve of the street. There is a smooth passage for wheelchairs at each side.

2. The carriageway is raised and the original gutter and pavement details are retained, though set flush with the pavement. Bollards are put along the edge of the pavement to keep vehicles to what was the carriageway.

3. The carriageway is raised a little, but a low kerb is retained in the original position. This is in order to keep the visual proportion of pavement to road. Additional comments on the design and construction of traditional pavements are offered on page 4.

CONSERVATION

The conservation objective is to retain the original materials of an historic town, or at least the colour and texture. The proportion of the road width, pavement width and building height often determines a street's character.

The surfaces of historic streets are rarely uniform. There is usually a distinct raised pavement on each side which defines the building line and frontages. A pavement enforces the visual continuity in a street. It links different buildings which may span many centuries and it often accentuates the subtle curves of a medieval street. A point stressed by English Heritage.

TRAFFIC AND PEDESTRIAN SAFETY AND PEOPLE WITH DISABILITIES

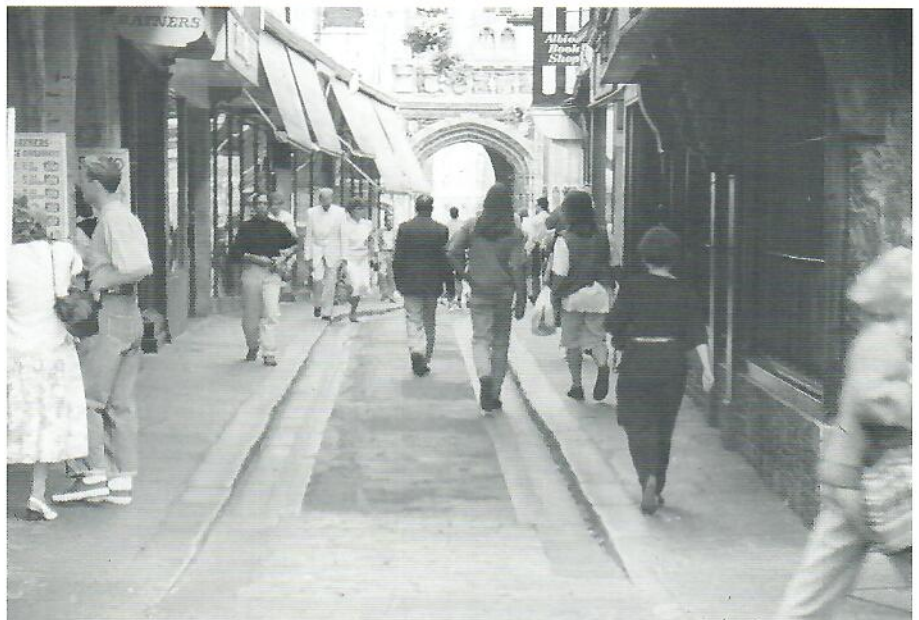
The extent of pedestrian priority in relation to the areas for vehicles needs to be understood. Kerbs which mark a difference in height are helpful and are used as a guide by blind people. Bollards at random intervals along pavement edges are an obstruction. Though one metre high bollards with a distinguishing colour at the top, are more acceptable.



A granite central drainage channel follows the curve of the street, Norwich



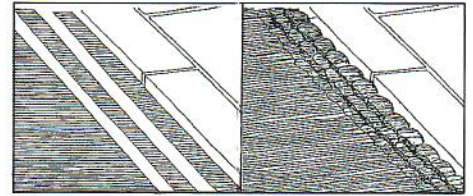
A uniform surface with bollards instead of kerbs, Canterbury



A traditional Canterbury street with pavement and kerbs as preferred by English Heritage

RESPECT & ENHANCE

EXAMPLE
12



WAITING RESTRICTIONS WITHOUT YELLOW LINES

In some streets the statutory yellow lines which indicate waiting restrictions appear to be visually intrusive.

In certain circumstances, for instance, as shown here at the City of Bath, yellow lines can be removed and replaced in a 'Restricted zone' or 'Pedestrian zone' with signs at the entrance, and repeater signs within the zone.

CONSERVATION

The conservation consideration, is to restore as much of the historic character of a street as possible, and to remove yellow lines.

TRAFFIC AND PEDESTRIAN SAFETY

Drivers must have adequate information on the nature and effect of the waiting restrictions. Repeater signs in the zone would be WBM 637.2 'Restricted zone.. at any time' or WBM 347.2 'Pedestrian zone.. at any time' as appropriate, shown on pages 8 and 9. At the entrances to a zone a similar sign with lettering height (x) of 37.5mm instead of 25mm may be used.

Dispensing with yellow lines requires authorisation from the Department of Transport as well as the agreement of the police. Positioning of repeater signs depends upon the difficulties of enforcement. The advice on page 9 may help. Another repeater sign, at Lewes, is shown on page 21.

To avoid unnecessary size and complex lettering on the entrance and repeater signs, the waiting restrictions should be simple with few variations for specific hours or days. The new alternative shapes, described on page 8, increase the likelihood of finding an appropriate position for a sign on a wall.

As a possible alternative, narrow (50mm) yellow lines do not need DoT authorisation.

PROCEDURE FOR DoT AUTHORISATION

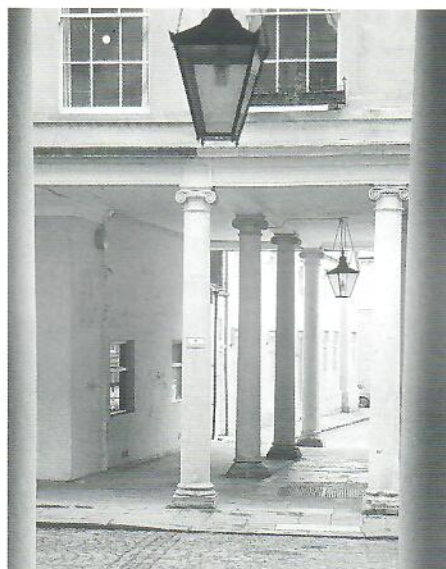
Each case is considered individually. Reasonably compact zones are preferred, with not too many entry points. Applications, with all the supporting documentation including the traffic regulation order, should be made to the relevant Department of Transport regional office. Initially a one year experiment is authorised, followed by an assessment and, if effective, permanent signs.



Waiting restriction without yellow lines, City of Bath



Sign at entrance to restricted zone, Bath



Repeater sign, Bath



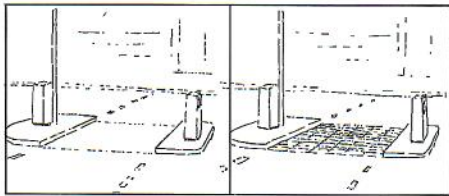
50mm lines. DoT authorisation not needed



Repeater sign, City of York



A traditional street without yellow lines



EXAMPLE

13

RESPECT & ENHANCE

MEASURES FOR PEOPLE WITH DISABILITIES

Some measures, intended to help people with disabilities, occasionally appear to disregard conservation principles.

At the Cities of London and Norwich, variations to the DoT recommendations on tactile surfaces are being tried to meet historic town conservation objectives.

People with disabilities could be considered in two main groups, each with very different requirements: wheelchair users who need continuous smooth paved surfaces, and blind people who rely on differing paving surfaces and changes in level to find their way about. A dropped kerb for the benefit of wheelchair users removes the essential warning of danger that a visually impaired person relies upon.

Easy ramps at steps, are universally helpful, as are tactile surfaces at carriageway level pedestrian refuges.

APPLICATION OF TACTILE SURFACES

The DoT recommends that their advice on tactile surfaces (Disability Unit Circular 1/91) is noted when dropped kerbs are considered at crossings. The surface is not statutory, but proposals should be discussed with local disability groups.

At uncontrolled crossings a buff coloured tactile surface is recommended by DUC 1/91 with the crossing places at side roads located so that the dropped kerb is inset into the side road beyond the tangent point.

At controlled crossings two possible layouts of red tactile surface are recommended, either laid as a T or L pattern extended across the footway to guide blind or partially sighted people to the crossing.

Sometimes unintended visual oddities occur. Distortions caused by inspection covers can be avoided by continuing the tactile surface, as at Norwich, over the inspection covers.

ALTERNATIVE COLOUR

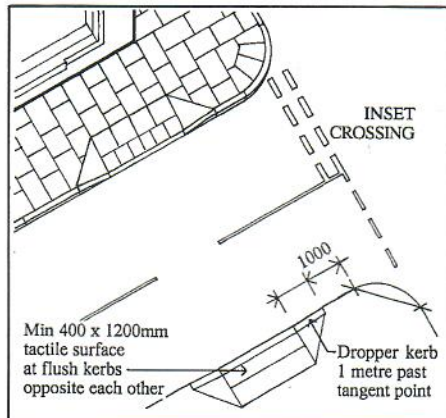
The greatest care is required to fit the tactile paving into the existing paving arrangements. As an alternative to the red surface in historic areas it may be acceptable to use a colour which blends with the surrounding surface. The City of London is beginning trials with a York stone tactile slab, and a special grey concrete tactile surface is being used at the City of Norwich.



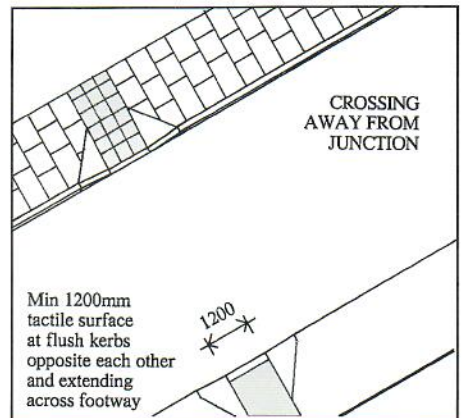
Ramp at steps



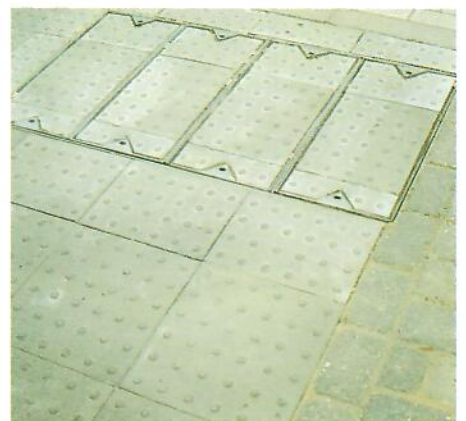
Tactile surface at pedestrian refuge



Recommendations for tactile surfaces at uncontrolled pedestrian crossings



Tactile surface distorted by inspection covers



Tactile surface continued over a cover



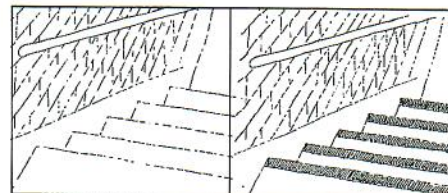
Discordant shapes may possibly be avoided by using a blending tactile surface colour



RESPECT & ENHANCE

EXAMPLE

14



CONSIDERATION FOR PEOPLE WITH DISABILITIES

People with disabilities are rightly being given more consideration, though some adaptations to help them seem unnecessarily intrusive.

The examples on this page illustrate how assistance for people with disabilities can be incorporated, almost as a matter of course, into the traditional appearance of an historic street scene.

WARNING OF A FLIGHT OF STEPS

A flight of steps descending from the back of the footway is a potential danger especially to someone who cannot see. As an alternative to a tactile surface, the first example illustrates a traditional way of warning of a flight of steps. Three wide, one metre high, traditionally shaped bollards are at the top of steps down from the Strand pavement, Westminster. Ideally the bollards should have a contrasting colour at the top, see page 11.

Each step needs to be easily distinguished. Rails for infirm hands should be easy to grip, no thicker than 45mm in diameter and made, for instance, of wood which is warm to touch.

DROPPED KERBS AND RAMPS

Ramps at crossings as elsewhere should have a gradient of 1:20 but certainly not greater than 1:12. On very narrow pavements it may not be possible to drop the kerb at this angle while keeping the majority of the pavement level. It may be necessary to lower the whole pavement for the length of the dropped kerb.

VISIBLE KERBS

It is helpful for partially sighted people if the colour of the kerb is distinct from the roadway or at least gutter. Even relatively low kerbs may be difficult for wheelchair users.

CONTINUOUS SMOOTH PASSAGE

A continuous smooth surface at cross-overs and across granite sett carriageways, though possibly with a tactile warning, is helpful for wheelchair users. The smooth surface can be provided in traditional or modern materials.

ADDITIONAL INFORMATION

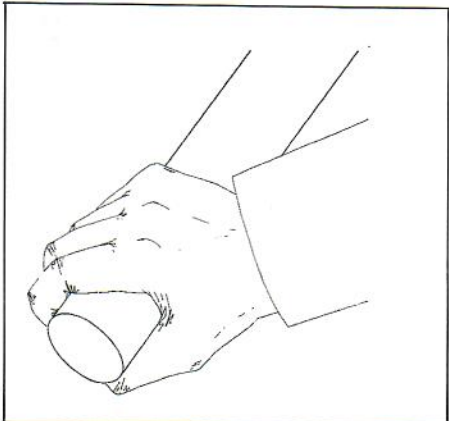
Further information may be obtained from: The Disability Unit, Room S10/21, DoT, 2 Marsham Street, London SW1P 3EB Telephone 071-276 5256.



One metre high bollards warn of steps



Individual steps should be seen clearly



Easy handrails no thicker than 45mm diam.



Ramps can be set into historic buildings



Even 25mm kerbs can cause difficulties



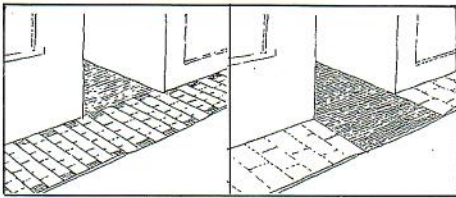
Clearly visible kerbs



A smooth passage across granite setts



A relatively smooth surface, see page 18



EXAMPLE

15

RESPECT & ENHANCE

CROSS-OVER

The visual appeal of a traditional private access crossing over a pavement is often lost when the footway is reconstructed to provide a smoother surface.

In this example at Norwich the access road has been raised to the level of the pavement it crosses in order to provide a smooth surface for pedestrians. The pavement material has been changed at this point to concrete blocks, made and laid to resemble the original granite setts of the access.

There are several variations to the basic design. Each of the similar cross-overs along Magdalen Street has been individually detailed to correspond exactly to the width and layout of the existing access roadway as well as the buildings flanking the access. For instance where an access has a granite sett carriageway and a narrow footway, the cross-over has been constructed so that they both appear to continue across the pavement.

CONSERVATION

The conservation consideration is to provide easier movement for pedestrians, but to retain the traditional visual difference at the cross-over between the small setts of the access roadway and the large paving slabs of the remaining pavement.

TRAFFIC AND PEDESTRIAN SAFETY

The position of the access is clearly marked so it can be seen from a distance that vehicles may emerge.

PEOPLE WITH DISABILITIES

If the cross-over was frequently used by traffic then, in consultation with the local disability groups, a tactile surface might have been considered appropriate.

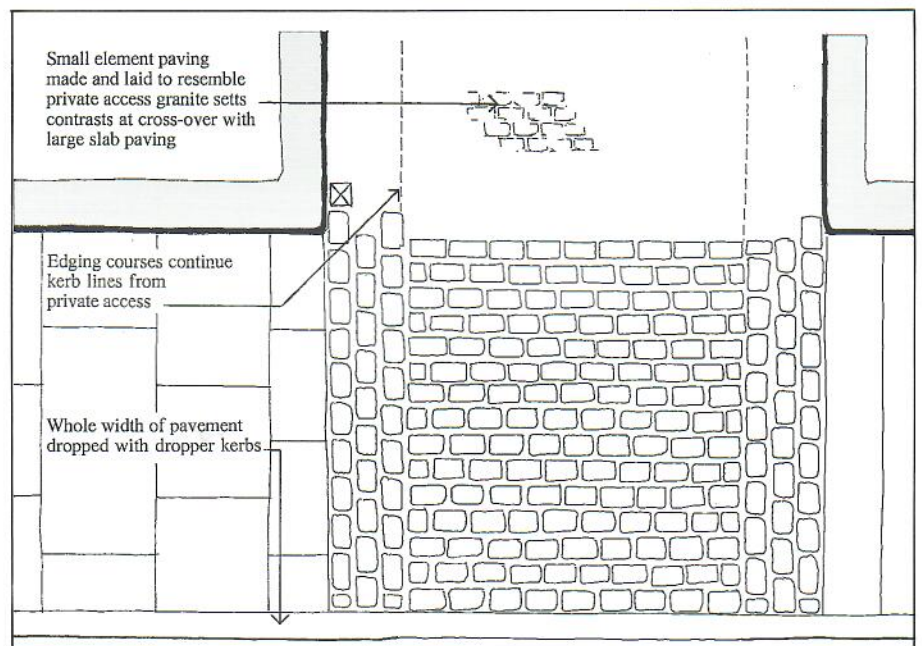
Any difference in height between the cross-over and the pavement (of the type illustrated on page 17), which would cause difficulties for wheelchair users, has been eliminated. The small scale blocks provide a relatively smooth surface which is reasonably acceptable to people who rely on wheelchairs.

MAINTENANCE

Care has been taken to cut the pavement slabs exactly to the edge of the adjoining buildings. The large slabs are extended to the edge of the access and they are strengthened to reduce possible damage by vehicles cutting corners. A strengthening method is shown on page 4.



The cross-over treatment at Norwich retains much of the character of a traditional access



Plan of cross-over



Slab edges have been strengthened

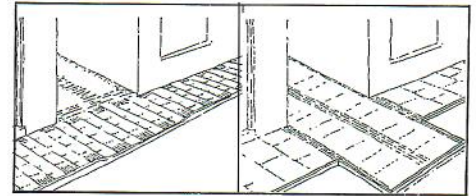


Accurate cutting at inspection covers

RESPECT & ENHANCE

EXAMPLE

16



CROSS-OVER WITH PARKING BAY



Cross-over with parking bays at Buntingford

Parking bays are often positioned and marked by white lines on the carriageway with no regard to the architectural features or historic buildings in the street scene.

In this example at Buntingford, Hertfordshire, the parking bays have been laid out to relate exactly to the adjacent buildings. Pavement cross-overs have been built out into the carriageway to delineate the edge of the parking bays and physically discourage vehicles from parking across the access to properties.

CONSERVATION

The objective is to visually relate the traffic measures to the historic buildings.

TRAFFIC AND PEDESTRIAN SAFETY

Although white lines indicate the parking bays, the extended cross-overs and rows of granite setts provide a three dimensional guide. The ground surface is used for four clearly indicated and understood purposes.

1. Moving traffic:

The former carriageway.

2. Parked vehicles:

Within the former carriageway. Parking bays are defined by a row of granite setts in the carriageway parallel with the kerb, and at each end by the extended cross-overs.

3. Vehicles crossing the footway:

The cross-overs extend beyond the former footway to the outer edge of the parking bays.

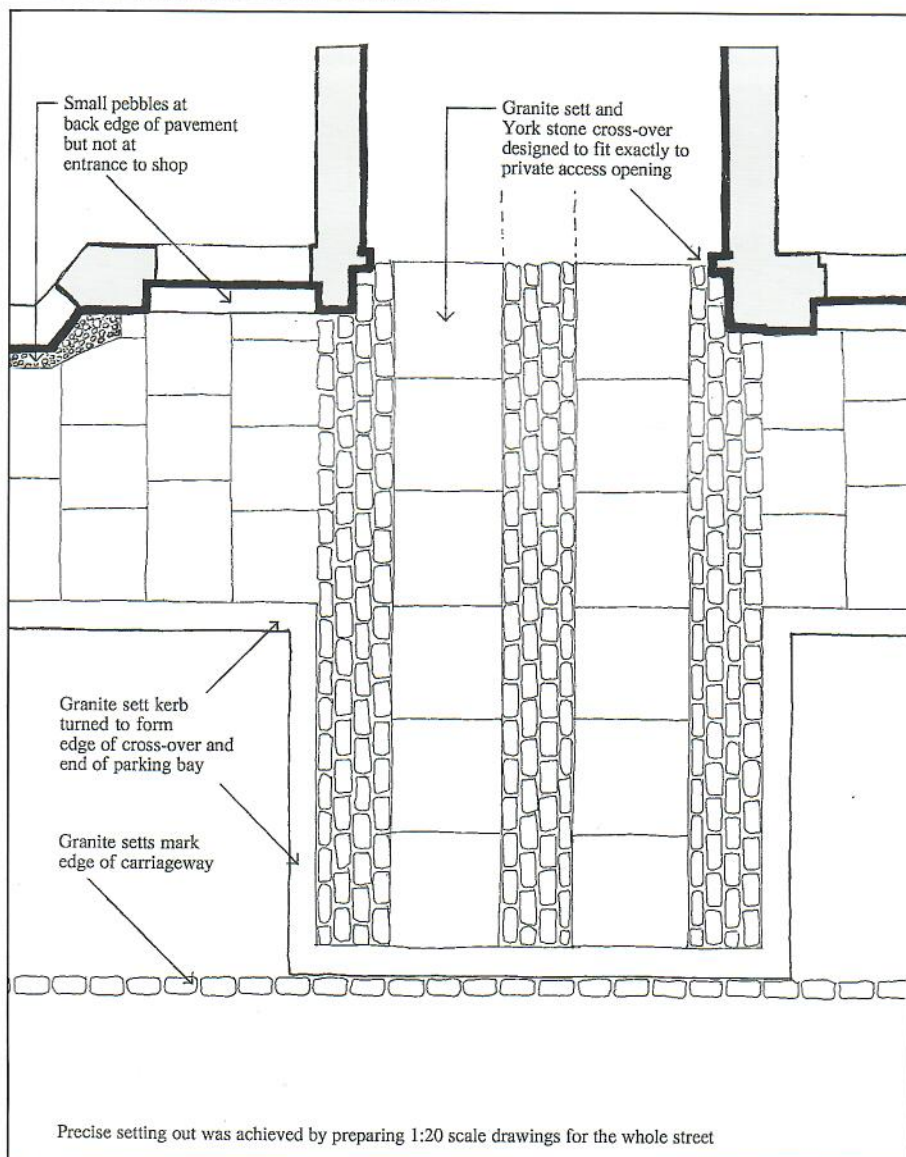
4. Pedestrians:

The footway remains practically unchanged.

ENFORCEMENT DIFFICULTIES

The Buntingford scheme also has waiting restrictions but dispenses with yellow lines. At the time this study was being prepared in 1993, temporary authorisation of the parking and waiting restriction scheme had lapsed pending final approval. Drivers were applying for the return of their parking fines.

Special parking and waiting restrictions can improve the appearance of historic towns. But it is important, as mentioned on pages 9 and 15, to secure police agreement, to use authorised signs and observe the nationally accepted statutory procedures.



Plan of cross-over with parking bays



EXAMPLE

17

RESPECT & ENHANCE

TRAFFIC CALMING

Traffic calming measures to reduce traffic speeds are becoming familiar sights in historic towns. Very few also enhance the appearance of the street.

This example at Buntingford illustrates how traditional materials may be used to visually relate the traffic measure to the surrounding buildings. Street furniture, not normally associated with traffic measures, is incorporated.

CONSERVATION

The conservation objective is to construct the traffic calming device so that it appears almost to be part of the original street scene.

TRAFFIC AND PEDESTRIAN SAFETY

The measure is not technically a road hump. The carriageway has been raised but the speed reducing effect is achieved by simultaneous narrowing. Thus the white chevron markings of a statutory road hump were avoided.

However it is essential that the carriageway in this and any similar schemes conforms to the legislative requirements, see also page 23.

PEOPLE WITH DISABILITIES

Bollards and litter bins, positioned to emphasize the raised carriageway, are painted in contrasting colours to be seen more easily by partially sighted people. A tactile surface might have been considered desirable.

DESIGN AND CONSTRUCTION DETAILS

The traditional granite sett gutter is turned to cross the carriageway to provide a distinctive strong edge at each end of the restricted raised area. The granite kerb is continued in an unbroken line to emphasise the exact edge of the restricted carriageway.

The scheme is quite unusual in the way the traffic measure has been designed to fit into the historic town. For instance the footway paving has been adjusted at the entrances of the shops and houses which front directly on to the street. Small pebbles in the paving at the bollards are repeated next to the buildings except at doorways where a smooth surface is provided at the threshold.

This degree of attention to detail was achieved through 1:20 scale drawings and subsequent final adjustments to the design on site.



A pillar box and litter bins are included



The carriageway is raised and narrowed



The kerb turns to emphasize the restriction



An access cross-over is incorporated



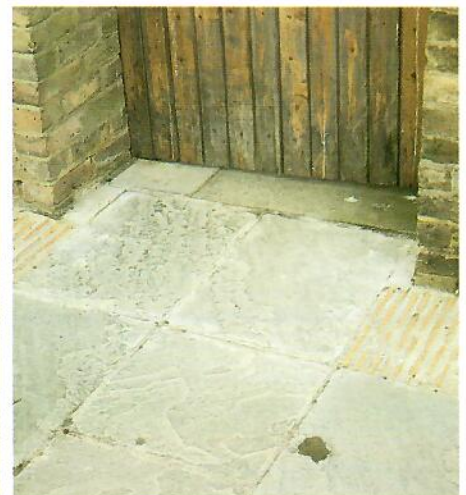
Paving at kerb



Paving details suit individual buildings



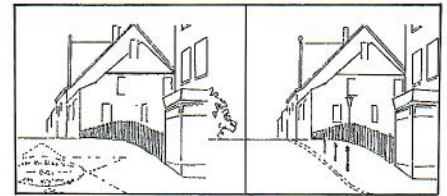
Paving is set out to fit the individual entrance doors at the back edge of the footway



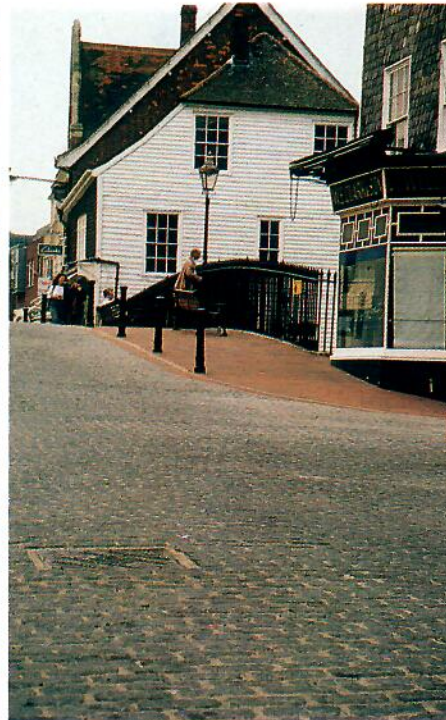
RESPECT & ENHANCE

EXAMPLE

18



Co-ordinated street furniture



Paving materials reflect traditional surfaces

PEDESTRIAN PRIORITY

Once traffic is virtually removed from a street, there are perhaps too many options for the redesign and layout of the road surface.

Though by no means the only possible approach, this example at Lewes, Sussex, shows restraint in the use of new paving materials. It is a design that seems to be consistent. Also, it pays respect to the historic architectural characteristics of the immediate locality.

The layout and dimensions of the original road in relation to pavement width have been retained.

The photographs show the co-ordinated street furniture: bollards, benches, and a lamp post combined with the bridge railings. Another lamp is on the adjacent building.

There are no yellow lines. The 'No waiting.. Restricted zone' sign has been positioned with care on the bridge railings. Procedures to dispense with waiting restriction road markings are explained on page 15.

Modern paving materials have been selected which echo the locally traditional paving bricks for the footway and granite setts for the carriageway. Bollards have been positioned well to the edge of the continuous pavement in order not to obstruct pedestrians.

Other examples of traditional streets are shown on page 14.

CONSERVATION

The conservation objective is to enhance the character and particularly the scale of the historic street, possibly by the use of locally traditional materials, to the extent that they appear to be part of the original scene.

The entrance to an historic building used by the public has been accentuated by a subtle variation in paving design.

TRAFFIC AND PEDESTRIAN SAFETY AND PEOPLE WITH DISABILITIES

The purpose is to keep the few vehicles that do use the road, to the carriageway, allowing pedestrians a clearly recognized permanent safe area.

Smooth passage has been provided across the carriageway at a useful location and in such a way that the change of surface relates to an adjoining historic building.



Entrance paving at an historic building



Smooth passage across 'setts'



Paving materials respect the traditional brick pavements and granite sett carriageway





EXAMPLE
19

RESPECT & ENHANCE

ROAD NARROWING AT 'GATEWAY'

The design of traffic calming 'pinch points' to locally narrow the carriageway and reduce traffic speed is seldom co-ordinated with the surrounding buildings.

At this third example from Buntingford, the position of existing buildings in the historic town, together with new landscape, has been skilfully used. They form a 'gateway' which emphasizes and warns of where the carriageway is narrowed.

A public house, standing forward of its neighbours has the appearance of being at the entrance of the street. It is a reason for traffic to slow down and enter a different place.

CONSERVATION

The conservation objective is to integrate a traffic measure and historic town. In this case to provide a carriageway narrowing at a position where the historic buildings also form a visual restriction or 'gateway' to the rest of the main street.

TRAFFIC AND PEDESTRIAN SAFETY

Prior to the measure being constructed a by-pass had been built. Vehicles which still used the historic street travelled faster than before. Action was needed to slow traffic.

The road alignment and cross-section reduces traffic speed without the need for obtrusive signing. A physical warning is given at a roundabout within fifty metres on the countryside approach. Thus the speed of approaching vehicles is moderated.

Although not a statutory crossing, the measure is positioned at a point where pedestrians would normally wish to cross the road, at a point near a pub and where both footways converge on the carriageway.

PEOPLE WITH DISABILITIES

Reduced traffic speed and a safe place to cross, benefits people with disabilities.

DETAILS

Many of the paving construction details are similar to the example on page 20. Soft landscape planting on the outer side of the 'gateway' adds to the distinction between country and town. The design results from the combined skills of traffic engineers, landscape architects and urban designers.



The historic town beyond the gateway



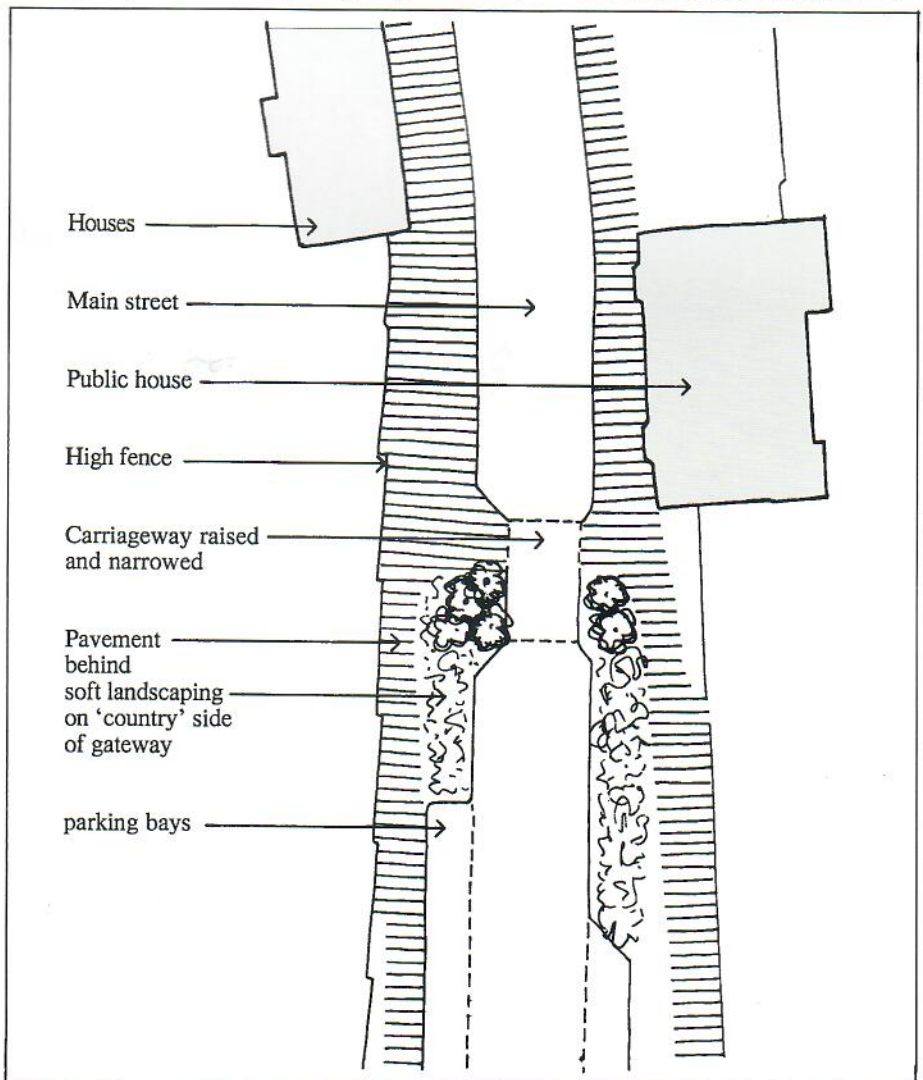
Gateway where a building is set forward



Paving design relates to the front of the pub



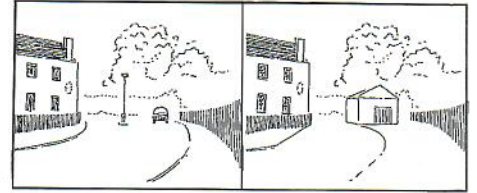
Many details are similar to those on page 20



Location plan

RESPECT & ENHANCE

EXAMPLE
20



HISTORIC GATEWAY, ROAD NARROWING

Few pinch points in the carriageway, intended to calm traffic, are constructed to fit into the architecture of an historic town.

At the Spaniards, Highgate, London, the narrow carriageway between the Georgian inn and toll gate house effectively forms a pinch point and gateway to reduce the speed of traffic.

The example is included to show a traffic measure integrated with a group of historic buildings. It is in fact the position of an historic gateway which seems, almost by default, to have been designed to calm traffic.

CONSERVATION

The conservation objective is to preserve the historic relationship between the position of the road and listed buildings, so that the original function of the group can be readily understood. In this case the width of carriageway between the buildings has probably not changed since the 18th century.

TRAFFIC AND PEDESTRIAN SAFETY

Well known locally, the historic buildings are painted white and clearly emphasize and warn of the pinch point. At more than 50 metres they appear to close the road entirely.

The carriageway not only narrows, it changes direction and gradient as it passes between the buildings. There is room for two cars in each direction. Larger vehicles have to wait for a gap in the opposing flow.

Average traffic flows are of between 20,000 and 30,000 a day. One injury accident during the three years 1990/92 has been recorded.

Although it is very unlikely that such an arrangement would have been purposely designed in the past, the example may point the way for the future when more radical traffic calming measures are considered. Department of Transport Traffic Advisory Leaflet 3/93 states that where a particular traffic calming feature is not covered by the traffic calming regulations, applications for special authorisation may be made.

ADDITIONAL INFORMATION

Further information may be obtained from: Traffic Policy Division, Room C10/13A, DoT, 2 Marsham Street, London SW1P 3EB Telephone 071-276 6299.



An historic gateway between listed buildings



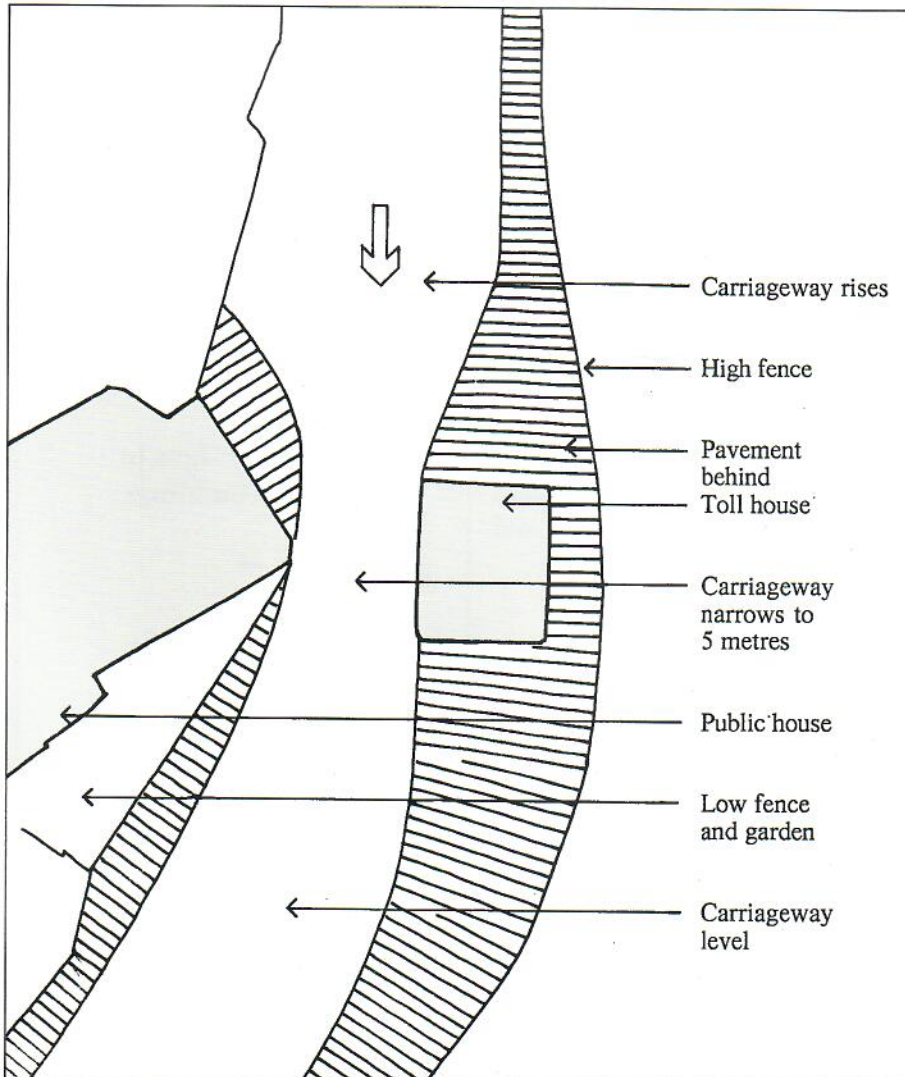
Buildings emphasize the narrow road



Pedestrians use a separate footway



Robust kerbs between the buildings



Location plan

CONCLUSIONS

THE REASONS FOR GOOD PRACTICE

Even in a brief introduction to just a few examples of good practice, it is interesting to consider how they were achieved. Are there some basic preconditions to note which may point the way for the future?

PAINSTAKING TRIAL AND ERROR EXPERIENCE

At Canterbury there have been concentrated efforts for decades to produce a paved surface suitable for a pedestrian priority street in the context of an historic town. Over the years several formats have been tried with the design on page 14 being the most recent solution to the problem. This process of painstaking trial and error to arrive at the ideal almost replicates the way experience was gained in the process of the design of medieval cathedrals.

MULTI-DISCIPLINARY TEAMS

Inter-disciplinary co-operation is well advanced at the City of Norwich where schemes are honed by teams of engineers, landscape architects, and conservation, as well as access officers and even then adjusted on site to suit the exact peculiarities of the street.

SPECIAL LEGISLATION

The City of London takes full advantage of its special by-law requiring property owners to allow street lighting to be fixed to premises.

EXTRAORDINARY EFFORT

At the City of Bath, the lengthy procedure to eliminate yellow lines where there are parking restrictions has been undertaken, with outstanding results.

DEPARTMENT OF TRANSPORT CO-OPERATION

Beverley, who proudly displayed their neat but unfortunately illegal waiting plate at the Shrewsbury seminar have now been rewarded. The Department of Transport understood the feedback and have co-operated by officially authorising an even neater version. They have gone further and also agreed to a neater alternative of the pedestrian priority sign which will be invaluable in some sensitive locations.

The Department's Disability Unit has kindly pointed out how their recommendations can be interpreted in historic areas. The essential point is to have regard for the principles involved in giving assistance to disabled people. For instance unnecessary obstructions, both vertical and horizontal, are intolerable.

UNDERSTANDING OTHER'S OBJECTIVES

However there does seem to be an underlying requirement for good practice. It is a thorough understanding by people concerned with one interest, of the objectives and limitations of the others.

These examples therefore are only a small selection. They are offered as an exchange of information: an attempt to assist all interest groups appreciate ways to improve the urban scene, in historic towns, and elsewhere.

This booklet shows what can be done within the existing legislation.

For the future, we may need to consider more effective methods, where appropriate, to carry out some common but practical tasks:

Co-ordinate the design of all street furniture

*

Position signal control boxes more sensitively

*

Fix traffic signs to walls or buildings

*

Allow other cities to have the power, as the City of London, to insist on street lighting being fixed to walls or buildings



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